### 2002

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

### **Jurisdiction Report**

**78** 

Rappahannock County Town of Washington

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire**: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

### Route Shield Legend

### Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

### **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Rappa	hannock Mainte	enance Ai	rea							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axle	ruck e 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rappahannock County															
Skyline Drive	4.99	2700	М	From:		Madison County	Line			NA			NA		2002
48 Skyline Drive	4.41	2000	М	From:		Page County L	ine			NA			NA		2002
48 Skyline Drive	5.92	2000	М	From:		Page County L	ine			NA			NA		2002
48 Skyline Drive	3.87	2000	М	From:		Warren County		<u> </u>		NA			NA		2002
				From:		Warren County		<u>.</u>							
211	7.09	1900	G	94%	1%	ge County Line; Sky 3% 0%	2%	0%	F	0.119	F	0.589	1900	G	2002
211	4.62	5300	G	94%	1%	US 522 Sperryy 3% 0%	2%	0%	F	0.083	F	0.614	5300	G	2002
211	0.68	5200	G	From: 94%	US 1%	211 Bus South of V 3% 0% WCL Washing	2%	0%	F	0.095	F	0.543	5200	G	2002
TE CANY 1: 4						WCL Washing	3011								
Town of Washington  (211)	0.02	5200	N	94% To:	1%	WCL Washing 3% 0% ECL Washing	2%	0%	N	0.095	N	0.543	5200	N	2002
Rappahannock County							-	<u>.</u>							
(211)	0.39	5200	N	94%	1%	ECL Washing	ton 2%	0%	N	0.095	N	0.543	5200	N	2002
(211)	2.38	6100	G	From: 94%	US 1%	3% 0%	Vashington 2%	0%	F	0.092	F	0.52	6000	G	2002
(211)	9.17	5200	G	From: 95%	1%	US 522 Massies 0 2% 1%	1%	0%	F	0.087	F	0.518	5100	G	2002
<u>~</u>				To:		Culpeper County	Line								
Culpeper County				From:	1	Rappahannock Cou	nty Line	-							
211	2.95	9400	G	95%	1%	2% 1% SR 229	1%	0%	F	0.088	F	0.689	9300	G	2002
211	0.95	14000	G	95% To:	1%	2% 1% Fauquier County	1% Line	0%	F	0.091	F	0.767	14000	G	2002
Rappahannock County															
Bus (211)	0.72	1600	G	98% To:	0%	US 211 South of W 2% 0% SCL Washing	0%	0%	F	0.092	F	0.508	1600	G	2002
Town of Washington						_									
Bus (211)	0.63	1600	N	98% To:	0%	SCL Washing	0%	0%	N	0.092	N	0.508	1600	N	2002
				10.		ECL Washing	ton								
Rappahannock County Bus (211)	0.15	1600	N	From: 98%	0%	ECL Washing 2% 0%	0%	0%	N	0.092	N	0.508	1600	N	2002
231) Ft Valley Rd	8.19	1500	G	From: 94%	1%	US 211 East of Was Madison County 2% 1%		0%	F	0.086	F	0.53	1500	G	2002
231) It valley Ita	0.19	1500		To:	1 /0	US 522 Sperryvill Culpeper County	e Pike		-	0.000		0.00	1300		
522	4.67	2200	G	95%	1%	2% 1%	1%	0%	F	0.087	F	0.51	2200	G	2002
522	4.02	2100	G	95% To:	1%	78-618 2% 1% SR 231	1%	0%	F	0.093	F	0.555	2100	G	2002
522 Sperryville Pike	0.77	3700	G	93% To:	1%	SR 231 Ft Valle 3% 1%	3%	0%	F	0.088	F	0.511	3700	G	2002
				To:		S US 211 Lee I	Hwy								

					карра	anannock Maintei	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rappahannock County				From:		C HC 211 L H		1							
522 211	4.62	5300	G	94%	1%	3% 0%	2%	0%	F	0.083	F	0.614	5300	G	2002
	0.68	5200	G	From: 94%	US 211 1%	BUS SOUTH OF W	ASHING 2%	TON -	F	0.095	F	0.543	5200	G	2002
522 (211)	0.00	5200	G	94 70 To:	1 70	CL Washington		076	Г	0.095	г	0.545	3200	G	2002
Town of Washington															
~~~~				From:		CL Washington									
[522][211]	0.02	5200	N	94% To:	1%	3% 0%	2%	0%	N	0.095	N	0.543	5200	N	2002
P. 1. 1.C. 1						CL Washington	1								
Rappahannock County				From:		CL Washington	1								
(522)(211)	0.39	5200	N	94%	1%	3% 0%	2%	0%	Ν	0.095	Ν	0.543	5200	Ν	2002
<u> </u>				To: From:	US 21	1 BUS EAST OF WA	SHINGT	ΌN							
(522)(211)	2.38	6100	G	94%	1%	3% 0%	2%	0%	F	0.092	F	0.52	6000	G	2002
<del>~~</del>				To: From:		N US 211 Lee H	wy	-							
(522)	2.82	3100	G	94%	0%	3% 1%	2%	0%	F	0.094	F	0.542	3000	G	2002
<del>~</del>				From:		N 78-641									
[522]	7.26	3700	G	94%	0%	3% 1%	2%	0%	F	0.097	F	0.508	3700	G	2002
				To:		Warren County L									
Bus Bus	0.72	1600	G	From: 98%	US 2 0%	11 SOUTH OF WAS 2% 0%	HINGTO 0%	0%	F	0.092	F	0.508	1600	G	2002
522 (211)	0.72	1000	G	70:	0 70	CL Washington		0 /0		0.092		0.500	1000	G	2002
Town of Washington				<u> </u>		O2 Wushington	•								
Bus Bus				From:		CL Washington	1								
(522)(211)	0.63	1600	N	98%	0%	2% 0%	0%	0%	Ν	0.092	Ν	0.508	1600	Ν	2002
<del></del>				To-		CL Washington	1								
Rannahannock County Bus Bus				From:		CL Washington	1	1							
522 211	0.15	1600	N	98%	0%	2% 0%	0%	0%	Ν	0.092	Ν	0.508	1600	Ν	2002
				To:	US	211 EAST OF WASI	HNGTO!	N							
				From:		78-681									
(600)	2.30	30	R							NA			NA		06/15/2000
<u> </u>				To: From:		78-608									
(600)	1.85	60	R							NA			NA		06/22/2000
				From:		1.85 MN 78-60	8								
(600)	0.10	60	R							NA			NA		06/22/2000
				From:		78-667									
(600)	0.85	20	R							NA			NA		06/22/2000
				From:		0.85 MN 78-66	7	-							22/22/22
(600)	0.15	140	R	To:		78-1001 Gap Term	inuc			NA			NA		06/22/2000
				From:		US 211 Gap Term									
(600)	0.30	40	R					,		NA			NA		06/22/2000
				To:		78-671		-							
600	1.00	240	R					,		NA			NA		1997
				To: From:		78-612 EAST		-							
(600)	0.30	450	G	89%	2%	9% 0%	0%	0%	С	0.109	F	0.542	450	G	2002
				To: From:		78-612 WEST									
(600)	2.05	190	R							NA			NA		06/22/2000
				From:		78-653									
(600)	0.10	40	R							NA			NA		06/22/2000
				To:		Dead End		ļ							
(601) Peola Mills Rd	1 20	270	D	From:		SR 231				NΙΛ			NIA		06/45/2000
(601) Peola Mills Rd	1.20	270	R	To-		78-707				NA			NA		06/15/2000
						70-707									

					ιταρμ	anannoc	n iviali ile	nance A	iica							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tr	uck 1Trail	 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rappahannock County				From:		Madiso	on County I	ine	1							
602)	0.10	180	R	<u> </u>		Madisc	on County 1	JIIC			NA			NA		06/15/2000
				To			78-601									
	1.30	30	R	From:		Madiso	on County I	Line			NA			NA		06/15/2000
603)	1.30	30	K	To:			78-707				INA			INA		00/15/2000
				From:		Culpep	er County	Line								
604)	0.40	160	R	-							NA			NA		06/15/2000
				To: From:			707 WEST -707 EAST									
604)	2.50	180	R	_							NA			NA		06/15/2000
				To: From:			US 522									
605	0.70	70	R	From:		Culpep	er County 1	Line			NA			NA		1997
605)				To:			78-707									
$\sim$				From:			78-628									
606	1.00	470	G	96% To:	1%		0% 78-641	1%	0%	С	0.095	F	0.667	460	G	2002
				From:			78-707									
607)	4.20	40	R	<u>.                                    </u>			70 707				NA			NA		06/15/2000
				To:			78-618									
	0.64	90	R	From:			78-600				NA			NA		06/15/2000
608)	0.04	90	K	To:		0.64	ME 70. (0	0			INA			INA		00/15/2000
608	0.26	110	R	From:		0.64	ME 78-60	0			NA			NA		06/15/2000
000				To:			SR 231									
$\bigcirc$				From:		Ι	Dead End									
609	0.50	NA		To:			78-621				NA			NA		
				From:			Dead End									
610	0.88	530	R	<u> </u>							NA			NA		1997
				To: From:			78-686		}							
610	0.10	660	R								NA			NA		1997
	0.15	700	R	To: From:			78-670				NΙΛ			NIA		1007
610	0.15	790	ĸ	To			70.660				NA			NA		1997
610	0.52	1100	G	From: 93%	2%		78-660 0%	0%	0%	F	0.093	F	0.667	1100	G	2002
0.09				To:			78-666									
610	0.17	1300	G	93%	2%	4%	0%	0%	0%	С	0.088	F	0.642	1200	G	2002
				To:			US 522									
	0.70	840	G	93%	3%		er County 1	Line 0%	0%	С	0.099	F	0.747	830	G	2002
<b>611</b> )	0.70	040	3	To:	370		-642 EAST		0 70	C	0.033	'	0.747	030	0	2002
	0.90	120	В	From:		78-	642 WEST	1			NΙΛ			NA		1997
611)	0.80	130	R	To:		0.00	10150 CA	_			NA			INA		1997
(611)	0.70	130	R	From:		0.80	MN 78-64	-2			NA			NA		1997
611)				To			78-648									
611)	0.60	260	R	From:							NA			NA		1997
				To:			US 211									
(12)	0.83	60	R	From:		Γ	Dead End			_	NA	_		NA	_	06/22/2000
612)	U.03			To:			78-653				11/7					
612)	2.50	100	R	From:			/0-033				NA			NA		06/22/2000
				To:		78-	600 WEST	•								

				Таррс														
Length	AADT	QA	4Tire	Bus								QC		QK		AAWDT	QW	Year
			From:						11101				- 1001		1 40101			
1.00	430	G	90%	3%	7				0%	0%	6	С	0.111	F	0.609	420	G	2002
			To:				US 2	11			┸							
0.14	450	ь	From:		Cu	ulpej	er Co	unty L	ine				NΙΛ			NΙΔ		1997
0.14	450	K	To:		Cu	ulpe	per Co	unty L	ine		1		INA			INA		1997
			From:															
3.10	150	R											NA			NA		06/19/200
			From:				78-62	23			$\exists$							201101000
1.20	1/0	К	To:				78-6	22			1		NA			NA		06/19/200
			From:			23-												
4.40	50	R											NA			NA		06/29/200
			From:				78-6	17			$\supset$							
1.00	140	R											NA			NA		06/29/2000
0.00	400		From:			1.00	) MN	78-617	7				NIA			NIA		06/20/200
0.90	190	ĸ	т				<b>-</b> 0.6				_		NA			NA		06/29/2000
0.30	290	R	From:				78-64	49					NA			NA		06/29/2000
0.00			To:				78-72	29										00/20/200
			From:				78-62	26										
2.60	70	R	Tai				70.6	17			_		NA			NA		06/29/2000
			From:								+							
0.60	70	R					/8-0	13			_		NA			NA		06/29/2000
			To				78-6	16										
1.30	160	R											NA			NA		06/29/2000
3 47	30	R	From:				SR 2	31					NΔ			NΑ		06/29/2000
0.11			To				78.6	07										00/20/200
1.40	100	R	From:				78-00	07			_		NA			NA		06/29/2000
			To:								1							
0.30	90	R	r tom.			US	522 N	OKII	1				NA			NA		06/29/200
			To:			0.30	) MN <sup>1</sup>	US 52	2		_							
1.20	90	R	From:										NA			NA		06/29/2000
			From:				78-6	58			$\supset$							
2.40	45	R	To:			70	(2( 8)	OUTU			_		NA			NA		06/29/2000
			From:															
1.40	260	R											NA			NA		06/29/2000
0.00			From:				78-6	17			$\exists$							00/00/000
3.00	520	К	To:				78-7	29			_		NA			NA		06/29/2000
			From:								+							
1.79	60	R	<u> </u>								_		NA			NA		06/29/2000
			To: From:			1.79	) ME	78-626	5		$\supset$							
0.03	60	R									_		NA			NA		06/29/2000
											$\pm$							
2.50	140	R	rioin:				US 5	22					NA			NA		06/22/2000
2.00		••	To:				78-6	2.1					, .					30.22,200
1.25	120	R	From:				, 0-02						NA			NA		06/22/2000
			To:				Dead I	End										
	1.00  0.14  3.10  1.20  4.40  1.00  0.90  0.30  2.60  0.60  1.30  3.47  1.40  0.30  1.20  2.40  1.40  3.00  1.79  0.03	1.00 430  0.14 450  3.10 150  1.20 170  4.40 50  1.00 140  0.90 190  0.30 290  2.60 70  1.30 160  3.47 30  1.40 100  0.30 90  1.20 90  2.40 45  1.40 260  3.00 520  1.79 60  0.03 60	1.00 430 G  0.14 450 R  3.10 150 R  1.20 170 R  4.40 50 R  1.00 140 R  0.90 190 R  0.30 290 R  2.60 70 R  1.30 160 R  1.30 160 R  3.47 30 R  1.40 100 R  0.30 90 R  1.40 100 R	1.00	Length   AADT   QA   4Tire   Bus	Length AADT QA 4Tire Bus 2   2   1.00   430   G 90% 3%   To   To   C   C   C   C   C   C   C   C   C	Length   AADT   QA   4Tire   Bus   2Axis	Length   AADT   QA   4Tire   Bus   2Axle 3+	Length   AADT   QA   4Tire   Bus   True   2Axle   3+Axle     1.00   430   G   90%   3%   7%   0%     1.01   450   R   True   Culpeper County	Length AADT   QA   4Tire   Bus   Truck	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle   1Trail   2Trail   2Trai	Length   AADT   QA   4Tire   Bus   Truck   2Axie   3+Axie   1Trail   2Trail   2Trail   1.00   430   G   90%   3%   7%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%   60%	Length AADT   QA   4Tire   Bus	Length AADT   QA   4Tire   Bus   2Axle   374xle   1Trail   2Trail   QC   Hour	Length AADT   QA   4Tire   Bus   2Adde 9+Axle   1Trail   2Trail   QC   Peak   Hour   QK	Length   AADT   QA	Length   AADT   QA   4Tire   Bus   AADT   QA   4Tire   Bus   AADT   AADT   Cavilla   C	Length   AADT   QA   4Tire   Bus   2Ade 3+Ade   Trail   2Trail   2Trail   QC   Peak   R   Factor   AAWDT   QW

					Rappa	anannock Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rannahannock County				From:		CD 221									
621)	1.80	150	R			SR 231				NA			NA		1997
				To: From:		78-609		}							
621)	2.10	70	R	To:		LIC 522 NODTH				NA			NA		06/15/200
				From:		US 522 NORTH US 522 SOUTH									
621	1.50	180	R							NA			NA		06/22/200
	0.00	400	_	From:		1.50 MN US 522				N1A			NIA		00/00/000
621)	0.90	180	R	. —						NA			NA		06/22/200
621)	0.80	180	R	From:		2.40 MN US 522				NA			NA		06/22/200
621)	0.00			To:		78-620									00/11/100
621)	1.50	170	R	From:		78-020				NA			NA		06/22/200
				To:		78-622 WEST									
	1.45	40	R	From:		78-622 EAST				NA			NA		06/26/200
621)	1.43	40	IX.	т		4.453.07.50.60				INA			INA		00/20/200
(624)	0.10	40	R	From:		1.45 MN 78-622				NA			NA		06/26/200
621)	0.10			To:		79 674				147 (			14/1		00/20/200
621)	1.00	140	R	From:		78-674				NA			NA		06/26/200
021)				To-		78-626									
Town of Washington															
	0.04	160	R	From:		78-1101				NA			NA		1997
622	0.04	100	K	_ —						INA			INA		1997
(22)	0.21	780	R	From:		78-628				NA			NA		1997
622	0.21	700		To:		NCL Washington	ı			147 (			14/1		1007
Rappahannock County															
	1.10	=00		From:		NCL Washington	l						•		4007
622	1.10	780	N							NA			0	N	1997
	1.40	240	R	From:		78-624				NA			NA		1997
622	1.40	240	K							INA			INA		1991
622)	4.80	47	R	From:		78-625				NA			NA		06/19/200
622	7.00	7,		To:		78-623				14/-1			IVA		00/13/200
622)	0.80	250	R	From:		/8-023				NA			NA		06/19/200
022)				To:		78-614									
622	2.00	590	G	From: 88%	3%	9% 0%	0%	0%	С	0.091	F	0.731	580	G	2002
				To:		US 211 WEST									
200	2.25	440	R	From:		US 211 EAST				NA			NA		1997
622	2.20	440		To:		70 (21 FACT				147 (			14/1		1007
622)	1.89	330	R	From:		78-621 EAST				NA			NA		1997
622				To:		1.89 ME 78-621									
622	0.21	330	R	From:		1.89 WIE 78-021				NA			NA		1997
				To:		78-626 WEST									
622	0.05	150	R	From:		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				NA			NA		06/26/200
				To: From:		78-626 EAST									
622	0.85	70	R							NA			NA		06/26/200
				To: From:		0.85 ME 78-626		}							
622	0.75	210	R							NA			NA		1997
				From:		78-661									
622	1.40	330	R							NA			NA		1997
				To:		78-656									

					карра	anannock	Wainter	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			$\Omega$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rappahannock County				From:		-	78-656		1							
622)	0.85	330	R				8-030				NA			NA		1997
022				To-		7	78-729									
				From:		7	78-614									
623	0.50	70	R							•'	NA			NA		06/19/2000
				To:		7	78-622									
$\bigcirc$				From:		7	78-622									
624	1.00	90	R	To:		D	15 1				NA			NA		06/19/2000
				From:			ead End									
(ODF)	0.40	50	R	rioin.			78-622				NA			NA		06/19/2000
625)	0.40	30	IX.	To:		0.40 1	MN 78-622	2	1		IVA			INA		00/19/2000
				From:			MN 622									
625	0.62	50	R	. —						Ī	NA			NA		06/19/2000
				To:			ead End									
	0.50	00	_	From:		De	ead End				NIA			NIA		4007
(626)	0.50	80	R	To:		WCL W	ASHINGT	ON	1	l	NA			NA		1997
T						WEE W	ionin (o i	011								
Town of Washington				From:		WCL W	ASHINGT	ON								
626	0.30	250	R								NA			NA		1997
<u> </u>				To: From:			BUS NOR									
000	0.04	510	R	riom.		US 211	BUS SOU	TH			NA			NA		1997
626	0.04	310	IX							Ī	IVA			INA		1991
	0.26	600	R	From:		7	8-1101				NA			NA		1997
626	0.20	000	K	To-		ECL V	Washingto	n			INA			INA		1991
Rappahannock County									•							
				From:		ECL V	Washingto	n								
626	0.02	600	N								NA			0	N	1997
				From:		US 211;	522 BYP	ASS								
626	1.47	680	R								NA			NA		06/29/2000
				To: From:		7	78-621									
626	1.20	240	R								NA			NA		06/29/2000
_				To: From:		7	78-627									
(626)	2.40	30	R							ī	NA			NA		06/29/2000
				To: From:			22 EAST 22 WEST									
626)	0.30	210	R	<u>                                     </u>		76-0	22 WEST				NA			NA		06/29/2000
020				To:		0.20 N	MW 78-62	2								
626)	0.95	210	R	From:		0.30 F	VI VV 76-02.				NA			NA		06/29/2000
626				To:		1 25 N	MW 78-62	2	1							
626)	0.25	200	R	From:		1.23	VI VV / 0-02.				NA			NA		06/29/2000
626				To:			78-619									
626)	1.10	210	R	From:		,	0-019				NA			NA		06/29/2000
626			••	To:		70.61	O COLITI	r		Ì						00/20/2000
626	2.50	290	G	From: 90%	2%	6%	18 SOUTH	1%	0%	F	0.110	F	0.535	290	G	2002
626			_		_,,			. , 0		L					_ ~	
626	0.80	410	G	From: 90%	2%	6%	78-616 <b>1%</b>	1%	0%	F	0.125	F	0.546	400	G	2002
626	0.00	710	•	Ta.	£ /0			1 /0	J /0	' I	0.120	•	0.040	-100	J	2002
(20)	1.00	460	G	90%	2%	6%	78-680 1%	1%	0%	С	0.094	F	0.511	460	G	2002
626)	1.00	-100	G	90% To:	∠ /0		JS 522	1 /0	J /0		0.094	1.	0.511	400	G	2002
				From:			78-626									
627)	1.60	30	R	<u> </u>		·	0-020			l	NA			NA		06/26/2000
<u></u>				To		7	78-633		1							

					Rappa	ahannock Mainte		rea							
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rappahannock County				From:		78-633		1							
(627)	1.10	110	R	<u> </u>		/6-033				NA			NA		06/26/2000
				To		US 211									
Town of Washington				From:		Dead End									
628	0.01	NA								NA			NA		
	0.10	1600	G	From: 93%	1%	US 211 BUS 4% 1%	1%	0%	С	0.107	F	0.531	1600	G	2002
628	0.10	1000	<u> </u>	To:	1 70	78-622	1 70	U%	C	0.107	Г	0.531	1600	G	2002
628)	0.20	800	G	93%	1%	4% 1%	1%	0%	F	0.120	F	0.587	790	G	2002
				To:		NCL WASHINGT	ΓON								
Rappahannock County				From:		NCL WASHINGT	ΓΟΝ								
628	3.85	470	G	93%	1%	4% 1%	1%	0%	F	0.092	F	0.524	470	G	2002
				To: From:		78-606									
628	0.75	190	R							NA			NA		1997
628	0.37	170	R	From:		78-629		<u>_</u>		NA			NA		1997
				To: From:		0.37 MN 78-62	.9	1							
628	0.07	170	R	riom:						NA			NA		1997
				From:	10/	78-659	101	201			_				
628)	0.44	310	G	93%	1%	4% 1%	1%	0%	F	0.100	F	0.508	300	G	2002
628)	1.06	280	G	93%	1%	78-663 4% 1%	1%	0%	F	0.134	F	0.532	280	G	2002
020				To:	.,,	78-630	.,,		•		•	0.002			
$\bigcirc$	0.05	F0	_	From:		Dead End				NIA			NIA		00/40/0000
629	2.35	50	R	To:		78-628				NA			NA		06/19/2000
				From:		Dead End									
630	1.50	60	R							NA			NA		06/19/2000
	0.90	260	R	From:		78-631				NA			NIA		1007
630)	0.80	260	ĸ	To:		79 (29		1		INA			NA		1997
(630)	0.70	370	G	From: 92%	2%	78-628 <b>4% 0%</b>	1%	0%	С	0.111	F	0.59	370	G	2002
				To:		US 522									
(631)	1.80	80	R	From:		78-630				NA			NA		06/19/2000
(631)	1.00			To:		Dead End				147 (			147.		00/10/2000
$\overline{}$				From:		US 522									
632	0.60	80	R							NA			NA		06/19/2000
(632)	0.05	10	R	From:		78-634				NA			NA		06/19/2000
(032)				To:		Fauquier County I	Line								
			_	From:		Dead End									00/00/0000
633	1.50	50	R	To:		78-627		1		NA			NA		06/26/2000
				From:		78-632									
634	0.90	20	R	To:		Ei G : 3				NA			NA		1997
_				From:		Fauquier County I US 522	Line	<u> </u> 							
635	0.70	390	R	<u> </u>		05 322				NA			NA		1997
				To-	•	Fauquier County I	Line								
(636)	0.49	40	R	From:		Dead End			_	NA	_		NA	_	06/26/2000
636)	0.70			To:		0.06 MN 78-99	17			1477			INC		30,20,2000
		_	_					-	_	_	· <del>-</del>	_	_	_	

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rannahannock County				From:												
(636)	0.21	560	R	110111.		0.06 MN	/8-991/				NA			NA		06/26/2000
				To		US 2	211		j							
$\bigcirc$			_	From:		78-6	545									00/00/000
637)	3.20	200	R								NA			NA		06/26/2000
	2.00	220	R	From:		78-6	587		-		NA			NA		1997
637	2.00	220		To:		78-647	West				INA			IVA		1007
	2.00	00	В	From:		78-647	7 East				NΙΔ			NIA		06/40/2000
637)	2.90	90	R	To:		2.90 MW	78-647				NA			NA		06/19/2000
$\bigcirc$				From:		2.90 Mi W										400=
637)	2.60	80	R	To:		5.50 Mi W	V 78-647				NA			NA		1997
				From:		5.50 MW										
637	1.10	220	R	To:		US 5	-22				NA			NA		1997
				From:												
(638)	2.50	40	R			78-7	129				NA			NA		06/26/2000
				To:		78-6	547									
$\bigcirc$				From:		Culpeper Co	ounty Lir	ne								
639	0.20	490	R								NA			NA		1997
	0.70	240		From:		US 2	211				NIA			NIA		4007
639	0.70	240	R	To:		Dead	End				NA			NA		1997
				From:		Culpeper Co		ne	Ī							
640	0.90	300	R			•	-				NA			NA		06/29/2000
				To: From:		78-6	542									
640	0.70	1200	G	98% To:	0%		0%	0%	0%	С	0.094	F	0.712	1200	G	2002
				From:		78-729 S 78-729 N										
640	0.03	130	R								NA			NA		06/29/2000
				To: From:		0.03 MN	78-729		-							
640	2.11	130	R								NA			NA		06/29/2000
	0.60	190	R	From:		2.14 MN	78-729				NA			NA		06/29/2000
640	0.00	190	K	т.					1		INA			INA		00/29/2000
640	1.00	190	R	From:		2.74 MN	/8-/29				NA			NA		06/29/2000
040				To:		US 2	211									
$\sim$				From:		US 522 S	SOUTH									
641)	1.10	220	R								NA			NA		1997
	0.14	540	G	From: 92%	2%	78-6 <b>5</b> %		0%	0%		0.095	F	0.557	530	G	2002
(641)	0.14	540	G	9270	270			0%	076	F	0.095	Г	0.557	550	G	2002
(641) (641)	0.28	840	G	From: 92%	2%	78-6 5%	1%	0%	0%	С	0.088	F	0.514	830	G	2002
041)				To:		US 522 N		-,-								
				From:		78-6										
(642)	0.79	1400	G	97%	0%	2%		0%	0%	F	0.088	F	0.649	1300	G	2002
	2.26	1600		From:	00/	78-6		00/	00/		0.004		0.606	1600		2002
(642)	2.26	1600	G	97%	0%		0%	0%	0%	F	0.091	F	0.696	1600	G	2002
642 642 642	1.00	2500	G	From: 97%	0%	78-611 <b>2%</b>	EAST 0%	0%	0%	С	0.094	F	0.67	2500	G	2002
042)	1.00			To:	0 /0	US 2		J /0	J / J		0.007		3.01	2000		2002
				From:		US 2	211									
643)	2.00	400	R	T			- ·				NA			NA		1997
				To:		Dead	End									

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rappahannock County				From:		Culpeper					11001		1 40101			
644)	0.30	150	R			Cuipepei	County L	ine			NA			NA		06/15/2000
				To:		78	8-707									
			_	From:		U	S 211									
645)	0.30	710	R								NA			NA		1997
	2.40	220		From:		73	8-637				NΙΛ			NIA		4007
645)	2.40	320	R	To:		Fanguier	County L	ine			NA			NA		1997
				From:			ad End		1							
646)	0.80	180	R	<u> </u>			ua Dia				NA			NA		1997
				To:		73	8-646									
				From:			S 522									
(647)	2.09	540	G	95%	1%	2%	0%	2%	0%	С	0.090	F	0.565	540	G	2002
<u> </u>				From:			IE US 522									
647	1.51	470	G	95%	1%	2%	0%	2%	0%	F	0.098	F	0.573	460	G	2002
				From:			8-638									
647)	1.20	490	G	95% To:	1%	2%	0%	2%	0%	F	0.102	F	0.678	480	G	2002
				From:			County L	ine	J							
640	0.35	40	R	FIOIII.		De	ad End				NA			NA		06/26/2000
648)	0.00	40		To:		78	8-611				147 (			147.		00/20/2000
				From:			8-615		ĺ							
649	2.59	60	R								NA			NA		06/29/2000
				To: From:		2.60 N	1N 78-615	;								
649	0.03	60	R	r tom.							NA			NA		06/29/2000
				To:		78	8-649									
$\bigcirc$		_		From:		73	8-615									
650	0.41	50	R	To:		Do	ad End		i		NA			NA		06/29/2000
				From:												
(651)	0.70	280	R	110		U	S 211				NA			NA		1997
(651)	0.70	200	• • • • • • • • • • • • • • • • • • • •	To:		De	ad End									1001
				From:		De	ad End									
(652)	0.75	50	R								NA			NA		06/15/2000
				To:		Sl	R 231									
$\bigcirc$			_	From:		78	8-612									
(653)	0.70	40	R	To:		71	8-600		1		NA			NA		06/22/2000
				From:												
(654)	0.30	50	R	110		De	ad End				NA			NA		06/19/2000
(034)	0.00			To:		78	8-622									00/10/2000
				From:		U	S 522									
655	0.10	60	R								NA			NA		06/22/2000
$\overline{}$				To-		78	8-620									
$\bigcirc$				From:		78	8-622									
(656)	1.00	90	R	To:		Do	ad End		1		NA			NA		06/26/2000
				From:					<u>_</u>							
657	0.28	40	R			/-	8-664				NA			NA		06/19/2000
037				To:		De	ad End									
				From:		73	8-618									
658)	1.53	40	R								NA			NA		06/29/2000
				To:		De	ad End									
$\widehat{}$				From:			8-641									
(659)	1.30	300	G	93%	1%	4%		0%	0%	С	0.098	F	0.5	300	G	2002
				To:		78	8-628									

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	QK Dir Factor	AAWDT (	QW Year
Rappahannock County				From:	Dead End				
(660)	0.38	10	R	<u> </u>	Dead End	NA		NA	1997
				To: From:	0.38 MN Dead End				
(660)	0.11	130	R			NA		NA	1997
<u></u>	0.15	390	R	From:	78-670	NA		NA	1997
660	0.13	330	1	To:	78-610	INA		INA	1997
				From:	Dead End				
661)	0.21	49	R	To:	78-622	NA		NA	06/26/200
				From:	Dead End				
662	0.90	30	R			NA		NA	06/19/200
				To: From:	US 522 SOUTH US 522 NORTH				
(662)	0.52	210	R	<u> </u>	OS 322 NORTH	NA		NA	1997
				To: From:	78-673				
(662)	1.28	80	R	. —		NA		NA	06/19/200
				To:	Dead End  Dead End				
663)	0.34	170	R		Dead End	NA		NA	1997
				To: From:	0.34 ME Dead End				
(663)	0.81	60	R			NA		NA	06/19/200
				To:	78-628				
(664)	0.39	70	R	From:	US 522	NA		NA	1997
(004)				To:	78-657				
(664)	0.26	30	R	From:		NA		NA	1997
				To:	US 522				
(665)	0.03	740	R	From:	78-610	NA		NA	1997
(000)	0.00	140		To:	Warren County Line	147.		14/1	1007
				From:	Dead End				
666	0.30	150	R	To:	78-610	NA		NA	1997
				From:	78-600				
(667)	0.10	110	R	<u> </u>	70 000	NA		NA	06/22/200
				To:	US 211				
	0.60	70	R	From:	78-626	NA		NA	06/26/200
668	0.00	70	IX.	To:	Dead End	INA		INA	00/20/2000
_				From:	78-613				
669	1.50	260	R	. —		NA		NA	1997
				To: From:	Dead End				
670	0.15	230	R	r tom.	78-660	NA		NA	1997
010				To:	78-610				
$\bigcirc$	0.00	222	_	From:	US 211				00/00/00
671)	0.20	390	R	To:	78-600	NA		NA	06/22/2000
				From:	Dead End				
672	0.36	30	R		Sout Lin	NA		NA	06/19/2000
				To	78-614				
	0.55	co		From:	78-662	NIA		- NA	06/40/000
673)	0.55	60	R	To-	Dead End	NA		NA	06/19/2000

							True	ck		_	Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3-	+Axle	1Trail	2Trail	QC	Hour	QK	Factor	AAWDT	QW	Year
Rappahannock County				From:		Dead			1							
674)	1.49	220	R	<u> </u>		Бсаа	LIIG				NA			NA		06/26/200
				To-		78-6	621									
$\sim$				From:		US 211	WEST									
675	0.45	40	R	To:		US 211	EAST			ĺ	NA			NA		06/26/200
_				From:		Dead										
676	0.10	60	R	<u> </u>		Deau	EIIG				NA			NA		06/29/200
0.0				To:		78-7	729									
				From:		US 5	522									
677)	0.14	110	R							ì	NA			NA		1997
				To:		Dead										
070	0.55	20	R	From:		US 2	211				NA			NA		1997
678	0.55	20	IX.	To:		US 2	211				INA			INA		1991
				From:		US 2										
679	0.33	30	R	-						ı	NA			NA		06/26/200
				To:		Dead	End									
$\bigcirc$				From:		Dead	End									00/00/000
680	0.79	140	R	To:		78-6	626		1	Ì	NA			NA		06/29/200
_				From:		Dead										
681)	2.63	90	R	<u> </u>		Deau	EIIQ				NA			NA		06/15/200
001)				To:		SR 2	231									
				From:		US 211	1 BUS									
683	0.39	60	R							· I	NA			NA		1997
				To		US 2										
	0.15	48	R	From:		Dead	End				NA			NA		1997
684	0.15	40	K	To:		US 2	211			Ī	INA			INA		1997
				From:		78-6										
(686)	0.28	130	R							ı	NA			NA		1997
				To:		Dead	End									
				From:		78-0063	37(B)/									
687	0.46	NA		To:		C-1 d-	- C/			ĺ	NA			NA		
_				From:		Cul-de Dead										
707)	0.38	20	R			Dead	EIIQ				NA			NA		06/15/200
(101)				To:		Madison Co	ounty I i	no								
707) Sharp Rock Rd	0.40	240	R	From:		Madison Co	ounty Ll				NA			NA		06/15/200
1				To:		78-601 Peol										
707) Sharp Rock Rd	1 20	60	R	From:		78-601 Peol	a Millls	Rd			NA			NA		06/15/200
(707) Sharp Rock Rd	1.29	60	K	To:		1.29 ME	£ 78-601			Ī	INA			INA		06/15/200
				From:		1.30 ME										
(707) Sharp Rock Rd	0.10	60	R								NA			NA		06/15/200
<u> </u>				From:		SR 231 Ft										
(707) Slate Mills Rd	3.10	480	G	90%	3%	5%	2%	0%	0%	С	0.1	F	0.512	480	G	2002
<u> </u>		. = .	_	From:		78-6				_		_			_	
(707) Slate Mills Rd	1.70	490	G	90%	3%	5%	2%	0%	0%	F	0.092	F	0.732	490	G	2002
O 01 / 1 - 1 - 1		:		From:		78-6		221				_	:			
707) Slate Mills Rd	0.50	560	G	90% To:	3%		2%	0%	0%	F	0.097	F	0.773	550	G	2002
				From:		Culpeper C										
(720)	0.11	1000	G	87%	1%	Culpeper Co	County Li 0%	ne 3%	0%	С	0.093	F	0.522	1000	G	2002
(729)	Ų. I I	.000	-	Tn:	1 /0	78-6		- / 0	3,0		2.000	•	5.022	.000	_	_002

					rappa	nannock Mainter				D'		D:			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Rappahannock County				From:		78-615		-							
(729)	1.10	930	G	87%	1%	8% 0%	3%	0%	F	0.088	F	0.639	920	G	2002
				To: From:		78-676		-							
(729)	1.53	960	G	87%	1%	8% 0%	3%	0%	F	0.087	F	0.651	950	G	2002
(720)	0.07	1000	G	From: 87%	1%	78-640 SOUTH 8% 0%	3%	0%	F	0.088	F	0.509	1000	G	2002
729				To:		78-640 NORTH			•	0.000		0.000			
729	0.90	850	G	87%	1%	8% 0%	3%	0%	F	0.095	F	0.527	850	G	2002
				From:		78-618					_				
729	1.69	590	G	87%	1%	8% 0%	3%	0%	F	0.091	F	0.558	580	G	2002
(720)	3.75	760	G	From: 87%	1%	78-622 8% 0%	3%	0%	F	0.089	F	0.667	750	G	2002
729				To	.,,	US 211	<b>0</b> 70		•	0.000	•	0.00.			
(729)	3.50	550	R	From:						NA			NA		1997
				To: From:		US 522									
(730)	1.00	230	R	From:		Culpeper County I	ine			NA			NA		1997
				To:		US 211									
$\bigcirc$	0.90	20	В	From:		Madison County L	ine			NIA			NIA		06/15/2000
(749)	0.80	30	R	To:		Dead End				NA			NA		06/15/2000
				From:		US 211 Lee Hw	y								
(1001) Main St	0.20	1800	G	98% To:	0%	2% 0%	0%	0%	С	0.090	F	0.513	1800	G	2002
				From:		US 522 Sperryville US 522	Pike								
(1002)	0.65	250	G	83%	3%	13% 0%	1%	0%	С	0.136	F	0.559	250	G	2002
				To:		78-1003									
(1003)	0.08	290	G	From: 89%	2%	78-1002 6% 1%	3%	0%	С	0.138	F	0.818	280	G	2002
(1003)				To:		US 211					-				
Town of Washington				From:		Dead End		1							
(1101)	0.05	60	R			Dead Elid				NA			NA		1997
				To: From:		78-626		]-							
(1101)	0.20	620	R							NA			NA		1997
	0.09	260	R	From:		US 211 BUS		-		NA			NA		1997
(1101)	0.00	200	- 1	To:		78-622		L		IVA			14/3		1007
(1101)	0.12	80	R	From:		70 022				NA			NA		1997
<u> </u>				To:		78-628									
1102	0.04	190	R	From:		78-1101				NA			NA		1997
(1102)	0.04	100		To:		US 211 BUS				147 (			147.		1001
$\sim$			_	From:		Dead End									
(1103)	0.05	30	R	To:		US 211 BUS				NA			NA		1997
Rappahannock County															
	0.10	500	R	From:		US 211				NA			NA		1997
(9908)	0.10	<b>300</b>	rt	To:	F	APPAHANNOCK I	II SCH	1		INA			INA		1881
				From:		78-636									
9917)	0.12	300	R	To:		O A DD A H A NINIO CIV.	CI DM			NA			NA		1997
						RAPPAHANNOCK I	ELEIVI								